

§ 130.250

(1) One anchor of the tabular weight and one-half the tabulated length of anchor chain listed in the applicable standard; or

(2) Two anchors of one-half the tabular weight with the total length of anchor chain listed in the applicable standard, if both anchors are ready for use at any time and if the windlass is capable of heaving in either anchor.

(c) Standards of classification societies other than the ABS may be used, upon approval of the Commandant.

§ 130.250 Mooring and towing equipment for OSVs of less than 100 gross tons.

Each OSV of less than 100 gross tons must be fitted with mooring and towing equipment meeting the applicable requirements for small passenger vessels in § 184.300 of this chapter.

Subpart C—Navigational Equipment

§ 130.310 Radar.

Each vessel of 100 or more gross tons must be fitted with a general marine radar in the pilothouse.

§ 130.320 Electronic position-fixing device.

Each vessel must be equipped with an electronic position-fixing device satisfactory for the area in which the vessel operates.

§ 130.330 Charts and nautical publications.

(a) Except as provided by paragraph (b) or (c) of this section, as appropriate for the intended voyage, each vessel must carry adequate and up-to-date—

(1) Charts of large enough scale to make safe navigation possible;

(2) U.S. Coast Pilot or similar publication;

(3) Coast Guard Light List;

(4) Tide Tables published by the National Ocean Service;

(5) Local Notice or Notices to Mariners; and

(6) Current Tables published by the National Ocean Service, or a river-current publication issued by the U.S. Army Corps of Engineers or by a river authority, or both.

46 CFR Ch. I (10–1–14 Edition)

(b) Any vessel may carry, instead of the complete publications listed in paragraph (a) of this section, extracts from them for areas it will transit.

(c) When operating in foreign waters, a vessel may carry an appropriate foreign equivalent of any item required by paragraph (a) of this section.

§ 130.340 Compass.

Each vessel must be fitted with a compass suitable for the intended service of the vessel. Except aboard a vessel limited to daytime operation, the compass must be illuminated.

Subpart D—Automation of Unattended Machinery Spaces

§ 130.400 Applicability.

Except as provided in § 128.110 of this subchapter, this subpart applies to each vessel of 100 or more gross tons where automated systems either replace specific personnel in the control and observation of the propulsion system and machinery spaces or reduce the level of crew associated with the vessel's engine department.

[CGD 82-004 and CGD 86-074, 62 FR 49337, Sept. 19, 1997, as amended by USCG-2012-0208, 79 FR 48937, Aug. 18, 2014]

§ 130.410 General.

(a) Arrangements must be such that under any operating condition, including maneuvering, the safety of the vessel is equivalent to that of the same vessel with the machinery spaces fully tended and under direct manual supervision.

(b) Acceptance by the Coast Guard of automated systems to replace specific crew members or to reduce overall requirements for crew members depends upon the—

(1) Capabilities of the automated system;

(2) Combination of crew members, equipment, and systems necessary to ensure the safety of the vessel, personnel, and environment in each operating condition, including maneuvering; and

(3) Ability of the crew members to perform each operational evolution, including to cope with emergencies such

Coast Guard, DHS

§ 130.470

as fire and failure of control or monitoring systems.

§ 130.420 Controls.

Each piece of machinery under automatic control must have an alternative manual means of control.

§ 130.430 Pilothouse control.

Each OSV must have, at the pilothouse, controls to start a fire pump, charge the fire main, and monitor the pressure in the fire main.

§ 130.440 Communications system.

(a) Each OSV must have a communications system to immediately summon a crew member to the machinery space wherever one of the alarms required by § 130.460 of this subpart is activated.

(b) The communications system must be either—

- (1) An alarm that—
 - (i) Is dedicated for this purpose;
 - (ii) Sounds in the crew accommodations and the normally manned spaces; and
 - (iii) Is operable from the pilothouse; or
- (2) A telephone operated from the pilothouse that reaches the master's stateroom, engineer's stateroom, engine room, and crew accommodations that either—
 - (i) Is a sound-powered telephone; or
 - (ii) Gets its power from the emergency switchboard or from an independent battery continuously charged by its own charger.

§ 130.450 Machinery alarms.

(a) Each alarm required by § 130.460 of this subpart must be of the self-monitoring type that will both show visibly and sound audibly upon an opening or break in the sensing circuit.

(b) The visible alarm must show until it is manually acknowledged and the condition is corrected.

(c) The audible alarm must sound until it is manually silenced.

(d) No silenced alarm may prevent any other audible alarm from sounding.

(e) Each OSV must be provided with means for testing each visible and audible alarm.

(f) Each OSV must provide battery power for the alarm required by § 130.460(a)(8) of this subpart.

§ 130.460 Placement of machinery alarms.

(a) Visible and audible alarms must be installed at the pilothouse to indicate the following:

(1) Loss of power for propulsion control.

(2) Loss of power to the steering motor or for control of the main steering gear.

(3) Engine-room fire.

(4) High bilge-level.

(5) Low lube-oil pressure for each main propulsion engine and each prime mover of a generator.

(6) For each main propulsion engine and each prime mover of a generator—

(i) High lube-oil temperature; and

(ii) High jacket-water temperature.

(7) For each reduction gear and each turbocharger with a pressurized oil system—

(i) Low lube-oil pressure; and

(ii) High lube-oil temperature.

(8) Loss of normal power for the alarms listed in paragraphs (a)(1) through (a)(7) of this section.

(b) Sensors for the high-bilge-level alarm required by paragraph (a)(4) of this section must be installed in—

(1) Each space below the deepest load waterline that contains pumps, motors, or electrical equipment; and

(2) The compartment that contains the rudder post.

(c) Centralized displays must be installed in the machinery spaces to allow rapid evaluation of each problem detected by the alarms required by paragraph (a) of this section. Equipment-mounted gauges or meters are acceptable for this purpose, if they are grouped at a central site.

§ 130.470 Fire alarms.

(a) Each fire detector and control unit must be of a type specifically approved by the Commandant (CG-ENG).

(b) No fire-alarm circuit for the engine room may contain a fire detector for any other space.